



Members Letter

June 2001

WPPA's New Logo Reflects the Energy of Washington's Ports

The Washington Public Ports Association proudly presented its new logo at the Spring Meeting last month in Spokane. The new logo signifies that ports represent motion and forward thinking. As WPPA Executive Director Pat Jones pointed out when he introduced the new navy and white logo, "This clean new logo reflects energy, creativity and movement, which are the characteristics that we want to emphasize. It does not reflect any particular port operation. Instead, it conveys a strong element of confidence and looking towards the future. I hope that everyone will identify our new dynamic symbol with ports for a long time to come."

The most common interpretations by those who have seen the logo are of a boat moving through water or the nose of an airplane in motion; others see a mountain, but virtually everyone sees energy.

In addition to the new logo, you'll notice that our name has been shortened to Washington Ports. While the official name of the organization will remain Washington Public Ports Association, Washington Ports is more in keeping with the way people identify with us, particularly now that our web site and e-mail addresses both read "washingtonports."

Over the next few months, watch for the new logo on our stationery, envelopes, business cards, publications, and seminar materials, as well as an updated Association web site.

WPPA's previous logo, shown below, served the ports well for some 15 years, but might not have been fully appreciated. The old design actually was a very clever combination of a truck, train, ship and airplane forming the shape of the state of Washington.

The new design unfolded over nine months during which WPPA staff and the Executive and Public Relations Committees met several times to discuss WPPA's mission, identify target audiences, pinpoint ports' key characteristics, and decide what we wanted people to think about Washington ports.

A logo is a vital aspect of any business and some believe it is the most important statement you make about your company or organization. It communicates ideas, influences decisions and serves as an extension of your marketing messages. We think the new logo does all this and more - and we hope you feel it reflects well on your port, too.

WASHINGTON
PUBLIC
PORTS
ASSOCIATION





Representative Gary Chandler (center) of Moses Lake received the 2001 Maritime Elected Official of the Year award for his work on maritime trade and transportation issues in the Legislature. Also pictured are Paige Miller (left), Port of Seattle Commissioner, and Jack Fabulich (right), Port of Tacoma Commissioner.

Gary Chandler Receives Maritime Award

Representative **Gary Chandler** (*R-Moses Lake*) received the 2001 Maritime Elected Official of the Year award on May 11, 2001, for his work on maritime trade and transportation issues in the Legislature. The honor was bestowed by the Port of Seattle Chapter of the Propeller Club at the 2001 Maritime Industry Luncheon aboard Royal Caribbean Cruise Line's *Radiance of the Seas* ship.

Representative Chandler was cited for his keen understanding that policy issues in his committees often relate to the entire state and not just a particular district or region.

Chandler has been a good friend to ports through his support of aviation, water policy and rural development issues as well as a steady supporter of local governments.

Changes to Executive Session Statute Described

By Tom Tanaka, Chair, WPPA Legal Committee and Senior Port Counsel, Port of Seattle

SHB 1384, (chapter 216, laws of 2001) passed by the Legislature and signed by Governor Locke, is an amendment to the "Executive Session" provisions of the Open Public Meetings Act. The bill, as originally proposed, was intended to address perceived abuses of the Executive Session provision dealing with matters regarding "potential litigation."

The existing version of the statute (the new bill takes effect July 22, 2001) says a government agency may hold an Executive Session under the litigation exemption if it meets certain criteria. Specifically, the Executive Session is for purposes of consulting with the agency's lawyers on:

1. Matters relating to that agency's enforcement actions or litigation or potential litigation in which that agency is, or is likely to become, a party; and
2. When public knowledge of the discussion is likely to result in an

adverse legal or financial consequence to that agency.

The 2001 amendment clarifies what is meant by "potential litigation." The following is a summary of the new provision:

1. An agency may not hold an Executive Session merely because its attorney is present.
2. "Potential Litigation" means matters (to the extent these matters are protected from disclosure under the rules for attorney-client communications) concerning:

(A) Litigation that has been specifically threatened to which the agency is, or is likely to become, a party;

(B) Litigation that the agency reasonably believes may be commenced by or against the government, or;

(C) Litigation or legal risks of a proposed action or current practice that the agency has identified when public discussion of that litigation or legal risks

is likely to result in an adverse legal or financial consequence to the agency.

From the standpoint of port districts (and other governments), this legislation actually broadens the situations when Executive Sessions may be held. Previously, most attorneys construed "potential litigation" to mean those items described in A and B. By adding "legal risks" to the definition of "potential litigation," public agencies may now discuss matters in Executive Session that may involve legal risks, but do not necessarily involve actual or threatened litigation.

Ports need to be careful, however, on this issue. If this provision is abused, it could lead to efforts to pare back this authority granted by the 2001 amendment.

Editor's note: Bob Hauth, WPPA Counsel, contributed to this article.

WSDOT Secretary Doug MacDonald Weighs In On Port Concerns

Q: *What are the biggest challenges you see facing the Washington State Department of Transportation?*

A: Washington's transportation system has fallen behind during a period of rapid growth in population and economic development in many areas of the state. Highway construction and the development of other transportation modes have not kept pace. With new funding for major projects, our plate will be very full indeed. Real progress can then begin on some long overdue projects. Otherwise, we still have a two-year construction spending level of well over \$1 billion – a good challenge to show the public we can deliver on projects all across the state. And that's what you'll see us do!

Q: *Moving freight around and through Washington State is key to our economic competitiveness and quality of life. Yet, many believe the Department has not integrated and shown leadership on transportation projects related to international trade or intrastate freight distribution. How do you propose to address both the perception and reality of this issue?*

A: There are many things that have to happen. Some of them will be large and expensive, like the improvements to Interstate 90 to make the Snoqualmie Pass crossing more reliable. Some smaller projects to eliminate grade crossing conflicts have begun in Tacoma, Auburn, Pierce County, and Seattle. Other efforts with the rail system, such as our grain trains, are also helpful. And our Intelligent Transportation System programs for the trucking industry have the capacity to lead the country. In many of these areas, however, it will not do for the WSDOT to claim the limelight because the integration of our work with the Freight Mobility Strategic Investment Board, local agencies and others is so important.

Q: *Legislators negotiating the transportation "package" have focused on permit streamlining, contracting out and prevailing wage rates as areas of potential dollar and time savings. What type of reform do you see as important and what kind of savings could they realistically yield?*

A: Environmental streamlining is one of those important reforms. It will help us with our permitting process without sacrificing the protection of our environment. Another law - the design-build legislation – will help us speed up several construction programs for roads and ferries. Both of these laws can help us get needed improvements to the citizens.

See MacDonald on page 9



Temporary Public Works Committee Results

In recent years, there has been a great deal of activity in the Legislature regarding public works. In response to this activity, WPPA convened a Temporary Public Works Committee in February to review public works laws, regulations, and practices as they relate to ports and to make recommendations for changes, if necessary. The Committee, chaired by **Wendy Holden**, Deputy Director for the Port of Olympia, submitted a summary of the Committee's findings and recommendations to the WPPA Legislative Committee at the Spring Meeting in Spokane.

The Committee confirmed that the Legislature has been very supportive of ports over the years and that ports have considerable authority and flexibility in areas such as small works, day labor, and purchasing. The Legislature values the work ports do and believes ports have generally made good use of their powers. However, a trend in recent years for the Legislature to consider broad reforms to public works law could create a risk to ports' current flexibility.

The Committee recommends the Legislative Committee establish a primary goal of preserving ports' current authority and periodically look carefully for opportunities to enhance port powers.

The Committee recommendations for WPPA are to look for opportunities to provide training for ports and ways to share best practices on several issues including day labor, interagency contracting, maintenance and repair, and a new authority passed this session—limited public works contracting. The Committee also identified several areas where there is a need to improve a law, regulation, or administrative practice. Specifically, the committee recommends: changes to the state Labor & Industries process for determining prevailing wage rates; streamlining the administrative process for prevailing wage filing and approval; housekeeping legislation to reconcile differences in retainage laws; and obtaining statutory authority for limited negotiations on public works contracts.

Participating on the Committee were: **Janet Quimby**, Manager, Contracts and Purchasing, Port of Tacoma; **Michael Miquet**, Manager, Construction Services, Port of Seattle; **Jerry Heller** Executive Director, Port of Skagit county; **Mark Urdahl**, Executive Director, Port of Chelan County; **Barbara Gibson**, Manager Contracts and Purchasing, Port of Vancouver, **Jim Darling**, Executive Director, Port of Bellingham, and **Fred Seeger**, Director of Facilities, Port of Bellingham.



Doug Sutherland (center), Commissioner of Public Lands, in his luncheon address on May 16, vowed to work closely with ports on Port Management Agreements and liveaboard issues. With Doug are **Bob Sokol** (left), WPPA President and Port of Port Townsend Commissioner, and **Bob Moser** (right), WPPA Vice President and Port of Vancouver Commissioner.



Eric Johnson (third from left), WPPA Environmental Affairs Director, discusses new developments regarding Port Management Agreements at one of eight roundtable sessions. Also pictured are **Jan Fancher** (far left), Associate Member; **Bob Allen**, Port of Grapeview Commissioner; and **Merrill Thibert**, Port of Anacortes Commissioner (far right).

Spring Meeting in Spokane Receives High Marks

WPPA's Spring Meeting at the WestCoast Grand Hotel at the Park in Spokane received high marks from participants for its focus on pertinent issues. Wednesday's luncheon speaker, Commissioner of Public Lands **Doug Sutherland** described Department of Natural Resources policies and priorities relating to aquatic lands and harbors, and discussed opportunities for working cooperatively with ports on improving habitat and cleaning up contaminated sediments and derelict vessels.

Thursday's luncheon speakers were **Chris Towne**, an attorney with Gordon, Thomas, Honeywell, Malenka, Peterson & Daheim, and **Gerry Miller**, Vice President of Goldendale Aluminum Company. They provided a strategic perspective on key water policy and energy issues facing economic development officials in Washington State. They also suggested ways ports could position themselves to face the challenges.

Other sessions included rural development funding strategies, negotiating permit processes, and conflict resolution. Eight roundtable discussions included a variety of topics from freight mobility to the 2001 commercial fisheries outlook. The popular Port Reports featured the Ports of Kalama, Pasco and Shelton.





The President's Reception honoring Bob Sokol at Riverfront Park was a good opportunity for WPPA members to catch up with one another.



*A highlight of WPPA meetings in Spokane is the carousel at Riverfront Park where **Steve Simpson** (foreground), WPPA Treasurer and Port of Friday Harbor Executive Director, and **Bob Moser** (background), WPPA Vice President and Port of Vancouver Commissioner, got into the spirit.*



Scholarship Winners

This year's list of contenders for the \$1,000 Lewis R.

Holcomb Scholarship was so impressive, WPPA's Executive Committee decided to award two additional scholarships of \$500 each.

Port of Seattle Contract Administrator Hoa Nguyen's daughter, Hong Van, received the 2001 Lewis R. Holcomb Scholarship for \$1,000.

Port of Camas-Washougal Commissioner Alan Hargrave's son Brett Hargrave and **Port of Seattle Senior Systems Analyst Haiyan Zhang's son, Fan Zhang**, each received \$500 scholarships.

Next month, we'll highlight the individual students' stories.



*WPPA Executive Director **Pat Jones** introduces the new Association logo created by Ellis Paguirigan Designs of Olympia.*

Tax Increment Financing Bill Approved

by Scott Taylor, WPPA Assistant Director

This session, lawmakers passed Engrossed Substitute House Bill 1418, which allows local governments in Washington State to use tax increment financing (TIF) as a tool to help pay for infrastructure facilities necessary to promote community and economic development. Specifically, it allows counties, cities, and ports to sponsor projects.

How Tax Increment Financing Works

Tax increment financing is a tool counties, cities, and ports can use in cooperation with other participating local governments to finance public infrastructure improvements by temporarily reallocating a portion of the property taxes paid on the increase in the tax base in a specified area. As a development strategy, TIF is based on the assumption that the investment in public improvements will lead to new private investment that will increase property values, thereby increasing property tax revenues. At least 45 other states allow tax increment financing.

Eligible Projects

Under the bill, eligible projects include streets and roads; water and sewer, sidewalks, streetlights, parking, terminal and dock facilities; parks and recreation facilities; and storm water and drainage management systems. The bill also provides considerable flexibility for a variety of associated project-related costs.

Seventy five percent of the increase in regular property taxes may be diverted to finance projects within the increment area. This means that every local government in the increment area will continue to receive all its previous property tax revenues plus 25 percent of any increased revenues. In addition, the bill exempts port and public utility district levies for general obligation debt repayment, as well as excess levies that are exempt from the aggregate limits for junior and senior taxing districts. No state property taxes

are affected under this bill. Also, the property tax growth limitation factor (formerly known as the 106 percent rule) remains in effect inside and outside the increment area.

A Troubled History

ESHB 1418 represents a fourth attempt in the troubled history of this issue to make tax increment financing a viable tool in our state.

Voters soundly defeated proposed constitutional amendments to authorize tax increment financing for counties and cities in 1973, 1982, and 1985. While the ballot measure failed by a big margin in 1982, that same year the Legislature also passed enabling legislation, known as the Community Redevelopment Act (CRA). This legislation was not made contingent on the approval of the constitutional amendment and therefore went onto the books as a statute (RCW 39.88), where it remained unused for several years. The CRA was similar in content to ESHB 1418 with the notable exception that it allowed the state's share of property tax revenues to be used for local TIF projects.

In 1995, the City of Spokane decided to test the CRA and used it to finance a redevelopment project in an area of downtown Spokane. Spokane County and a private property owner sued the City asserting the CRA was unconstitutional because it diverted state property taxes away from the common schools. The plaintiffs prevailed in Superior Court. On appeal, the Supreme Court agreed with the lower court and unanimously struck down the 1982 law. ESHB 1418 specifically prohibits the use of state property tax revenues to address the court's concern.

During the legal process a number of other petitioners raised additional constitutional issues, such as uniformity and lending of credit. The Supreme Court was silent on these other questions, however, so their effect on the constitutionality of ESHB 1418 remains an open question.

Raising New Concerns

The 2001 legislation also raises other concerns. As written, it appears that TIF projects will count against a port's debt limit. The CRA of 1982 included provisions excluding debt incurred for TIF projects from the debt limit. Since many ports do not have much room under their debt limit this could make TIF unworkable for them. It has been suggested, however, that arrangements can be made via inter-local agreements to get projects constructed in spite of this limitation.

Another concern is that prohibiting the use of the state portion of the property tax levy renders TIF ineffective. Under the 1982 law, a local government sponsor was able to use money that would otherwise have gone to the state for a local purpose. This made TIF a very powerful tool. Some critics feel that without the state funds, TIF may not generate a significant amount of funding in some communities.

Finally, it may be politically difficult to set up a TIF program in some communities. A purpose of ESHB 1418 is "to encourage taxing district to cooperate in the allocation of future tax revenues that are used to finance public improvements designed to encourage private development." However, the legislative debate over ESHB 1418 uncovered considerable concern from some local governments regarding the "75 percent" approval threshold, which in effect allows a combination of larger local governments to push forward projects against the will of a minority of smaller entities. Given the contentious history of TIF in Washington, and the difficulty of generating support for any complex new tax funding proposals, there is considerable potential for political conflict among local governments.

For more information, visit www.prestongates.com. Jay Reich, an attorney practicing in the area of municipal, has written a paper entitled, "Tax Increment Financing Revisited: ESHB 1418."

Update: Leasehold Excise Tax Lawsuit

In response to the Department of Revenue's (DOR) insistence on charging ports for tenants' unpaid leasehold excise tax (LET), WPPA sued DOR in Thurston County Superior Court.

WPPA asserts the LET statute does not authorize DOR to collect unpaid LET from the public landlord; that the statute imposes liability on the lessee only; that charging public entities for LET constitutes a tax on publicly owned property; and that imposing LET on public landlords constitutes a gift of public funds to private entities. The case is expected to be heard in the fall.

Washington State Tourism Policy Summit Planned

The Washington State Tourism Office invites ports to participate in the Washington State Tourism Policy Summit on November 1, 2001, at Seattle's Bell Harbor Conference Center. This will be a high-level, interactive working summit focusing on three key issues: workforce development, transportation, and the environment. The goal for the summit is to develop a policy action plan, so white papers on the three key issues will be drafted and mailed in advance to help frame the issues and discussions of the day. For more information, contact Joanie Pop at (360) 357-8044 or edijoanie@home.com.

Redistricting: Implications for Ports

*As the process to redraw Washington's nine congressional districts and 49 state legislative districts proceeds, ports need to be mindful that the changes could affect their commissioner districts, especially when they are tied to county commission lines. WPPA's Counsel, **Bob Hauth**, prepared the following overview of ports' responsibilities regarding redistricting.*

The division of ports into commissioner districts is specifically required by chapter 53.04 RCW (new ports) and chapter 53.12 RCW (all ports except as otherwise provided by statute), while provisions for redistricting are found in RCW chapters 53.16 and 29.70.

In regard to redistricting authority, RCW 53.16.015 says: The port commission may redraw the commissioner district boundaries as provided in chapter 29.70 RCW at any time and submit the redrawn boundaries to the county auditor if the port district is not coterminous with a county that has the same number of county legislative authority districts as the port has port commissioners. Redistricting does not affect existing terms, however, the new commissioner districts shall be used at the next election at which a port commissioner is regularly elected that occurs at least one hundred eighty days after the redrawn boundaries have been submitted. Each commissioner district shall encompass as nearly as possible the same population (Emphasis added.)

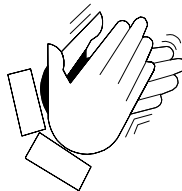
To the extent it does not conflict with the special provisions of RCW 53.16.015 or other special statutes, ports are required to follow general redistricting requirements under RCW 29.70.100, which:

- (1) Requires affected port districts "... to periodically ... redistrict ... based on population information from the most recent federal decennial census.";
- (2) Requires the redistricting commission established under RCW 44.05.030 to forward the census information to each affected district within 45 days;
- (3) and (4) Requires the port commission, within 8 months after receiving that data, to prepare a plan consistent with five specified criteria;
- (5) Provides opportunity for voters to seek court review;
- (6) Requires public notice and hearing by port.

For more information, contact your port attorney.

George Cress Appointed to TIB

Port of Longview's Director of Planning and Development, **George Cress**, has been appointed as port representative on the Transportation Improvement Board (TIB). George replaces **Mark Urdahl**, Executive Director at the Port of Chelan County.



Paul Chilcote Honored

Paul Chilcote, Port of Tacoma's Senior Director of Planning and Director of the Intermodal Transportation Line of Business, received the 2001 Puget Sound Maritime Achievement Award on May 11 at the Seattle Maritime Luncheon.

Paul was honored for his dedication to reducing road and rail congestion in the Puget Sound area by fostering cooperation between railroads, ports, cities, counties, and state and federal governments. His efforts ultimately led to the formation of the FAST Corridor Program through which grade separations will be built at 24 critical highway/rail intersections between Everett and Tacoma. Paul will retire this summer.

Ports and People

A New Hangar

The **Port of Pasco** has begun construction on a new 21,000-square-foot facility at the Tri-Cities Airport to replace Hangar 73 that was destroyed by fire in 1999. The new facility will include two separate buildings for business office space as well as hangar and shop space. Bergstrom Aircraft has signed a ten-year lease for the facility where it will relocate its fixed base operations. Most of the \$2 million project will be covered under the Port's insurance policy.

A New Cruise Line

The **Port of Seattle** has attracted a third cruise line to its new Bell Street terminal. Next year, Holland-America Westours will add Seattle to its spring and fall cruise series. The cruises, typically for three and four days, aboard the 1,400-passenger *MS Zaandam* will travel between Seattle and Victoria and Vancouver, British Columbia. Holland-America Westours already does business with 1,395 Washington companies, 778 of which are in Seattle.

Touting Trucking

The **Port of Tacoma** participated in Truck Day 2001 at the Tacoma Dome and helped 900 of the city's fourth and fifth grade students learn about trucking and how it affects their daily lives. During the five-hour event, students visited exhibits that illustrated concepts of weights, measures, distances, and leverage previously studied in class. The Port's educational container gave students highlights of the region's leading trading partners and examples of the wide range of products and consumer goods it ships such as sporting goods, toys, shoes and electronics.

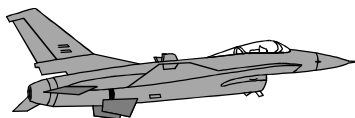
Shouldering A New Tenant

The **Port of Vancouver** recently signed a seven-year lease with Rest-A-Phone Corporation, the company that makes the telephone rests so many of us rely on throughout the day. Rest-A-Phone will lease 12,500 square feet, along with its ABC Plastics division, to manufacture the injection-molded plastics for the telephone rests. Both companies will employ up to 30 people depending on sales and production. Rest-A-Phone will also be buying some of its resin from another Port tenant, Polyone Distribution, whose warehouse and distribution is across a parking lot.

Testing The Skies

This month, the **Port of Moses Lake** is hosting some 1,200 military personnel and 20 aircraft at the Grant County International Airport as part of a training exercise. Units assigned to the U.S. Special Operations Command headquartered at MacDill Air Force Base in Florida are testing the readiness, proficiency and coordination between units in the Western United States. The Port issued notices to residents of increased airport activity that includes low-altitude take-offs and night-time landings to simulate realistic combat training.

Among the visiting aircraft are C-5 Galaxies, C-141 Starlifters, C-17 Globe Masters, C-130 Hercules, UH-60 Black Hawks and MH-6 light observation helicopters.



Did You Know...

...ports are exempt from federal road taxes on purchases of gas and diesel fuel and eligible for certain refunds on state taxes from these purchases?

At the federal level, ports are exempt from federal road taxes on gas and diesel purchases, but must complete a Federal Gasoline Certificate of Ultimate Purchaser and the annual Exemption Certificate of State or Local Government for diesel. This exemption could mean considerable savings up front at \$0.244 per gallon on diesel and \$0.184 per gallon on gasoline. Ask your fuel supplier for the exemption certificates or contact your nearest Internal Revenue Service office and ask for the excise tax duty officer.

Once you're registered for the exemption, you may want to consider applying for refunds of federal taxes already paid. For diesel purchases, you have to apply for the refund through the vendor from which you purchased the fuel. Annual refund requests for federal tax paid on gasoline purchases can be made directly to the IRS using Form 8849. And bear in mind that as municipalities, ports are always eligible to used dyed fuel on or off the road, thereby saving a lot of paperwork for everyone.

At the state level, public ports can get a refund of 23 cents per gallon for state fuel tax on gasoline used in non-highway equipment and in non-licensed highway vehicles. A case in point is the Port of Tacoma, which spends about \$100,000 quarterly on fuel and receives an average tax refund of \$17,000 from the state. There is no refund for gasoline used in licensed highway vehicles.

To set up a refund permit account, call the Department of Licensing Fuel Tax Unit at **(360) 664-1838**.

Public ports are also eligible for tax refunds on diesel, but the criteria is different. For more information on this, call the DOL telephone number above.





On the Move

Marie Wise is the new Manager of Communications and Public Affairs for the Port of Kalama. She replaces Mary Ann Page.



If you lost your prescription glasses at the Spring Meeting in Spokane, call us - we may have them!

Getting a Piece of "PIE"

The Puget Sound Water Quality Action Team's 2001 Public Involvement and Education (PIE) Fund wants ports to know it will be issuing a request for proposals in July 2001, pending appropriation of 2001-03 funds.

The PIE supports public involvement and education projects aimed at protecting and improving Puget Sound's water quality and marine resources.

Visit the Action Team web site at www.wa.gov/pugetsound or call **1-800-54-SOUND** for more information. The application deadline is August 27, 2001.

WPPA Welcomes New Associate Members

Please join us in welcoming these new WPPA Associate Members. Remember to add them to your Port Directory.

■ **Berk & Associates, Inc.**— strategic planning, financial and economic analysis, facilitation, stakeholder and public outreach

Contact: Bonnie Berk, President
120 Lakeside Avenue, Suite 200
Seattle, WA 98122
(206) 324-8760
FAX (206) 324-8965
bonnie@berkandassociates.com

■ **Brown and Caldwell** — environmental planning, design, and construction management for wastewater/water treatment, conveyance, surface water, air, solid waste, site investigations, remediations

Contact: Phyllis Brunner
NW Business Unit Manager
999 Third Avenue, Suite 500
Seattle, WA 98104
(206) 624-0100
FAX (206) 749-2200
pbrunner@brwnclad.com



■ **Demich Engineering** — coastal/river engineering, aquatic ecosystem engineering, project/program management for port/ferry facility/system design

Contact: Larry Demich, President
3033 NE 201st Place
Lake Forest Park, WA 98155
(206) 849-3055
FAX (206) 418-0468
obelus@earthlink.net

■ **Economic & Engineering Services, Inc.** — consulting engineering, environmental, financial

Contact: John Maxwell, VP
PO Box 976
Olympia, WA 98507
(360) 352-5090
FAX (360) 357-6573
jmaxwell@ees-1.com

■ **Walker and Associates** — coastal/river engineering, aquatic aerial photography and photogrammetric mapping

Contact: Jeffrey Kenner
Business Development Rep.
12652 Interurban Avenue South
Seattle, WA 98168
(206) 244-2300
FAX (206) 244-2333
walker@walkemap.com

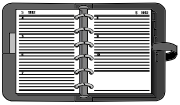
MacDonald continued from page 3

Q: A study has been proposed to separate the Department of Transportation's Aviation Division into an independent department, similar to Oregon's. Do you think this is worth exploring? Any impressions to date of Washington's airport/aviation system?

A: Doubtless through one avenue or another, the Aviation Division must be strengthened. Therefore, I believe such a study ought to be conducted. A legislative study will have our full support. Otherwise, we would develop an alternative suitable mechanism for airing questions such as the desirability of the so-called Oregon model. It's too early for me to make a judgment here, and I'm happy that the Legislature as well as ourselves and key constituencies will be working together to explore the needs and opportunities.

Q: In a "best case" but realistic scenario, how could our state's transportation system be different in ten years?

A: In the best case, we will be holding ribbon-cutting ceremonies on major new projects in the Interstate 5 and 405 corridors that will expand the capacities of the corridors overall. We will see a new Tacoma-Narrows Bridge. We'll be replacing the Alaskan Way Viaduct. We will see expanded commuter rail uses and light rail services in several communities. We will see bus service expanded. Those are the scenarios we must make happen. Washington can't afford to wait another ten years without taking at least some of these major steps towards modernizing its transportation systems.



WPPA Calendar

July 12 - 13

Port Directors Only Seminar

Freestone Inn, Mazama

September 6-7

Environmental Seminar

Marriott Lake Union Courtyard, Seattle

September 20-21

TEDC Seminar

Red Lion Inn at the Quay, Vancouver

November 2

Small Ports Seminar

Summit Inn, Snoqualmie Pass

WPPA Executive Committee

President	Bob Sokol <i>Port of Pt. Townsend</i>
Vice-President	Bob Moser <i>Port of Vancouver</i>
Secretary	Judy DeVaul <i>Port of Chehalis</i>
Treasurer	Steve Simpson <i>Port of Friday Harbor</i>
Past-Presidents	Jack Fabulich <i>Port of Tacoma</i> John Love <i>Port of Whitman Co.</i>

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Executive Director	Patrick Jones
Assistant Director	Scott Taylor
Environmental Affairs Director	Eric Johnson
Communications Manager	Kathleen South
Office Manager	Linda Gribble
Secretary	Kathleen Olson
Counsel	Robert Hauth

Please submit information for **Members Letter** by the **first Wednesday** of each month to WPPA at: PO Box 1518, Olympia, WA 98507-1518; (360) 943-0760.

